

PEN PAINTING has in recent months proved much PLEASURABLE and PROFITABLE DIVERSION for LADIES of ARTISTIC TENDENCY.

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WINSLOW AND NEWTON'S OIL COLOURS, and
 WATER COLOURS, in Tubes, and in
 No. 1 OUTFITTY OIL COLOURS, and
 in Tins, each of PARAFFINE and SOLUBLE
 OILS. These are ARTISTS' OIL COLOURS,
 (Aluin Crayon, Barlett Brown, Carmine
 and Green, Chinese Blue, Chinese Red,
 and Zinc White, 2 Brushes, 4 Chinese Tint-
 ing Tubes, 25 Tubes, 25 Tubes, 25 Tubes,
 men of the work. PRICE, 8d.

WATER COLOURS, in Tubes, and in
 bottle each of PARAFFINE and SOLU-
 BLE OILS. These are ARTISTS' OIL COLOURS,
 (Aluin Crayon, Barlett Brown, Carmine
 and Green, Chinese Blue, Chinese Red,
 and Zinc White, 2 Brushes, 4 Chinese Tint-
 ing Tubes, 25 Tubes, 25 Tubes, 25 Tubes,
 men of the work. PRICE, 8d.

PARAFFINE MEDIUM for OIL COLOURS, 7d
 bottle.

PARAFFINE MEDIUM for WATER COLOURS,
 1d bottle.

SOLUBLE MEDIUM for WATER COLOURING, 3d
 bottle.

SOLUBLE MEDIUM for OIL COLOURS, 7d
 bottle.

FOR CHINA PAINTING.

HANCOCK'S DRY COLOURS and MATERIALS
 for PAINTING on CHINA, in Tubes, and in
 CLASS at the TECHNICAL COLLEGE,
 10, White Horse Road, London, W. The
 Blue, Light Yellow, Old Blue, Green,
 Green, Red, Chinese Red, Chinese Brown, Shad-
 low, and Black, each in a Tube, 1d.

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NOTICE OF REMOVAL OF HEAD AND HEADLINE SOLUTIONS.

On the First of March next the Office of the above named paper will be removed to Somerset Street, a Moscow street, next to the New Commonwealth Building.

I WILL not be responsible for any debts contracted by my name from this date, February 20, 1915.

ALFRED HOPKINS
1001 York-street North, city

I WILL NOT be responsible for any DEBTS contracted in my name without my written authority from this date, February 20, 1915.

ROBERT J. HARRIS
1001 York-street North, city

I WILL not be responsible for any Debts contracted in my name without my written authority. F. C. Laidlaw

WITNESSED my Cologage from all Agents. R. M. G. Bennett, Montreal

THIS understood, testify all Agents that I withdrew my Property from said. G. M. Bennett, Montreal

"THE 'HYDRA MAIL'"

See it and Cologage with the leading Photographs of the Armies of Europe, and its War Pictures

Action
 GEORGE STREET OF AUCTION
 ALBURN ROAD, AUCTION
 Subdivision of the
 KING GEORGE ESTATE.
 BUSINESS AND VILLA ESTATE.
 Shopping Center of AUCTION.
 INDUSTRIAL RESERVE STREET OF THE
 GREAT AUCTION SALE
 25 Choice Sites, all having frontages to
 ALBURN ROAD.
 THE GEORGE STREET OF AUCTION.
 Extending from
 MELBURN TO CHISHOLM STREET
 THE LAST OPPORTUNITY to secure choice
 FOOTAGE
 THORNTON GARDENS THE ACTIVE

RICHARDSON AND WRENCH, Auctioneers,
No 60 Pitt Street.

RIEFSEN,
Convenient to the Government Workshop
and the City.
A Two-story HOUSE, with a large garden
(about one acre), a very large lot of land
with a small stream running through it.
RICHARDSON AND WRENCH, No 60 Pitt Street,
will sell by auction at the rooms, No 60 Pitt Street,
on **TUESDAY, 18th MARCH**, at 11 o'clock a.m.,
The above House, with all its contents.

ORDER OF THE
CITY, SHERMAN, AND SEASIDE PROPERTY
To be sold by
PUBLIC AUCTION,
At the First Estate Auction Room,
No 1 and 27 of ANTELOPE STREET, SYDNEY.
TUESDAY, 19th FEBRUARY, 1890, at 12 o'clock p.m.

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LTD. ROTARY - Pair W.R. COTTAGE, Broomie and
a room. Title Torrens

ROTARY - W.R. Cottage, Broomie and lat
a room, etc. Torrens Title


ROTARY - Pair W.R. Cottages, Broomie and lat
3 rooms, etc. Title Torrens

WELLS - Brick house, 6 rooms, etc., Freshwater
Turner street, lat rooms, etc., Freshwater
ROTARY - Splendid
freshwater street, lat 2 rooms. Building (all
late).

NORMAN - Two stone building all
Buckingham-rooms, near station, etc. Torrens
Title

NORMAN - BEST - Good Building Allotment,
Hills-road and Buckingham-rooms, 12 1/2
feet.
Torrens

MEDCALF AND
AUCTIONEERS, EMBERS.



CLOCK AND CO. have received instructions
from the COMMISSIONERS FOR RAILWAYS
THAMESWAY to sell by Public Auction, on
behalf of the

[illegible][illegible][illegible]

RELIGIOUS ANNOUNCEMENTS

METRODONT CHURCH OF AUSTIN
NEW SOUTH WALES CONFERENCE

The Opening Session will be held in the
HALL, Pitt-street, on TUESDAY, February
7 p.m., when the Rethring President, the Rev.
Woodhouse, will deliver the Official Address.
The President and Secretary for 1905 will be
Col. JAMES LEIGH, Col. LEIGH.

WILLIAM FRANKLIN, Secretary of Conference

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THE VERDUN BATTLE

Terrific Fighting.

REINFORCEMENTS HURRYING UP.

APPALLING SLAUGHTER.

The battle of Verdun is still raging. The carnage is described as terrible.

A French communiqué states that the slopes eastward of Douaumont are covered with German corpses, and that the enemy is holding the ground with difficulty.

A German communiqué claims that five French attempts to recapture Douaumont were repulsed with sanguinary losses. It is added that 15,000 French prisoners have been taken.

Refuting the German claims, a French official wireless message states that the number of French captured by the enemy is less than 5000.

Colonel Repington, the "Times" military critic, expects to see a fresh German offensive elsewhere, possibly in the Champagne, together with an offensive on the water.

An Austrian communiqué states that Durazzo, the Albanian port on the Adriatic, has been occupied.

The Portuguese Government has seized all German vessels in the Azores.

TERRIBLE CARNAGE.

CONSUMPTION OF SHELLS.

EXCEEDS ALL ESTIMATES.

LONDON, Feb. 28.

The "Daily Mail" Paris correspondent states that the German Crown Prince is at a headquarters on the second line positions near Verdun, extending from Champ Pommereux to Bezonvaux, on the edge of the Meuse plain.

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THE MOEWE.

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LONDON, Feb. 27.

It is reported from Tenerife that the steamer Moeve left the German island of Madeira on February 9. The prisoners were given the choice of landing on the Canaries or an unknown island. They chose the former.

The prisoners were constantly threatened with bombs, with which the prize crew were armed. The German captain expressed his intention of retaining one captain, engineer, and steward to guard against damage to the machinery or to the stores. The captain and two gunners of the Clan Macraich were detained aboard the Moeve, because they had worked the liner's guns. They also kept the officer of the Western were also kept on the Moeve for making false nationality statements before capture.

While the Western was lying at Tenerife the prisoners saw boats plying from other interned German vessels.

It is supposed the raiders received the Appian's gold cargo. The prize crew, munitions, and stores were taken on a tug. A launch accompanied the Western seaward from Tenerife. The latter anchored three-quarters of a mile off shore and was sunk in 45 minutes. The crew were taken off in the launch, and informed the authorities that the Western had accidentally sunk.

Forty-four bodies have been recovered. Scores of vessels raced to the scene of the disaster.

Reuter's Agency states that the Empress of Port William (2181 tons) was sunk and sunk in attempting to rescue the survivors. The crew were saved. The vessel had a cargo of coal, and was bound for Dunkirk.

LAST OF THE MALOJA.

A violent explosion was heard at 11 a.m. which attracted crowds to the sea front. They saw the Maloja two miles distant in difficulty.

In response to R.S.M. signals scores of patrol boats and trawlers appeared quickly from all directions. Motor boats, tugs, and launches from Dover promptly raced to the rescue.

The Maloja soon began to settle down to the stern, where she had been damaged. The sea was almost level with the bridge. She took a heavy list to starboard, gradually rolling until the starboard side was submerged and the decks were perpendicular. She remained in that position for some time, when she suddenly rolled right over and completely disappeared, leaving a section of her keel for some minutes before she disappeared in a cloud of steam.

In the meantime all sorts of craft had

been steadily rescuing people from the Maloja. The list prevented the launching of the Maloja's boats on the port side, while those on the starboard became jammed. Most of the survivors were rescued from the sloping decks about the smaller craft.

The Maloja's survivors were landed at Admiralty pier. Some were transferred to a hospital ship, and others came to London. The Maloja carried a valuable cargo.

ANOTHER SHIP SUNK.

The watchers ashore had another thrilling experience, for half an hour later the Empress of Port William was sunk half a mile distant. The forecastle remained above the sea for some time, the stern being submerged. Suddenly she blew up and disappeared in a cloud of steam.

Captain Shepherd, of the Empress of Port William, says: "Leaving the Downs in the morning the Maloja was astern, but she soon overhauled us, and passed, owing to her superior speed. We saw the Maloja first on the horizon, and then she came into the examination of the patrol boat, and permission to pass. We did not hear the explosion, and I was amazed to notice the Maloja down by the stern. I heard a loud blast of a whistle, and immediately went full speed to the rescue, but we were still a long way astern. I saw the Maloja's boats lying on her side. They could not be lowered owing to the list. The passengers were lined up, reminding me of the picture of the sinking of the Blucher."

Captain Shepherd took a snapshot of the scene, and half an hour later lost his own boat, and all passengers, but saved the crew of 20.

In his opinion the boats endeavouring to rescue the Maloja kept too far away. If he had possessed the speed he would have seen the Empress of Port William along side, but he was still a mile astern when his own vessel was sunk, sinking in 40 minutes. He saw many standing on the decks of the Maloja, apparently unable to get into the crowded boats.

SOME deaths from exhaustion took place aboard the rescuing vessels. Temporary additional rooming accommodation was necessary at the point where the boats landed.

Passengers on being interviewed stated that the Maloja left the Thames on Saturday morning. The explosion blew in the side of the second saloon and knocked several passengers on deck off their feet. It is believed that a number were injured. Water immediately swamped the interior. A fairly heavy sea was running. There was no panic among the passengers, but the native crew were terrified. One man had to be knocked on the head with an oar to prevent him from entering a boat before lady passengers.

The ship's printer says the davit falls on the deck were jammed, and an officer cut them, the boat dropping 30 feet.

Tug picked up the pilot, who says the boats were swung out in readiness for an emergency. Many of the passengers possessed private lifeboats.

PITIFUL SPECTACLE.

A pitiful sight was presented by the arrival of the survivors by special train at Victoria Station. Women tearfully clasped their children. An elderly woman, who had her hand bandaged, explained that she was crushed by one of the boats. She was strapped in blankets, and wore her pyjamas and slippers.

There was a procession of nearly a hundred lacerated, dejected and silent, and holding blankets tightly round them, some with their teeth chattering and wearing long headgear of every color. One woman clung painfully, groaning at a rescue step, and leaning on the arm of a railway porter. Another was carried by two men. Some borrowed cigarettes from the onlookers, and these were readily provided.

Passengers state that the absence of music was due to the closeness of land and the wonderful promptitude with which scores of rescue vessels arrived, surrounding them on all sides. The weather was fair, but intensely cold.

There were no Australians on board, as far as is known at present.

The majority of the rescued were taken to the hospital ship, when in the water, drifted under another boat that was being lowered, and the underneath boat capsized. It is believed that only two of the occupants escaped.

A child was seen alone on a raft and was rescued. The fate of the mother, who was fastened to it, is unknown.

CAPTAIN'S STATEMENT.

Captain Irving was the last to leave the ship. He was picked up after half an hour's swim. All the officers and engine room staff were saved.

Until the vessel was almost level with the bridge. She took a heavy list to starboard, gradually rolling until the starboard side was submerged and the decks were perpendicular. She remained in that position for some time, when she suddenly rolled right over and completely disappeared, leaving a section of her keel for some minutes before she disappeared in a cloud of steam.

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Captain Shepherd, of the Empress of Port William, says: "Leaving the Downs in the morning the Maloja was astern, but she soon overhauled us, and passed, owing to her superior speed. We saw the Maloja first on the horizon, and then she came into the examination of the patrol boat, and permission to pass. We did not hear the explosion, and I was amazed to notice the Maloja down by the stern. I heard a loud blast of a whistle, and immediately went full speed to the rescue, but we were still a long way astern. I saw the Maloja's boats lying on her side. They could not be lowered owing to the list. The passengers were lined up, reminding me of the picture of the sinking of the Blucher."

Captain Shepherd took a snapshot of the scene, and half an hour later lost his own boat, and all passengers, but saved the crew of 20.

In his opinion the boats endeavouring to rescue the Maloja kept too far away. If he had possessed the speed he would have seen the Empress of Port William along side, but he was still a mile astern when his own vessel was sunk, sinking in 40 minutes. He saw many standing on the decks of the Maloja, apparently unable to get into the crowded boats.

SOME deaths from exhaustion took place aboard the rescuing vessels. Temporary additional rooming accommodation was necessary at the point where the boats landed.

Passengers on being interviewed stated that the Maloja left the Thames on Saturday morning. The explosion blew in the side of the second saloon and knocked several passengers on deck off their feet. It is believed that a number were injured. Water immediately swamped the interior. A fairly heavy sea was running. There was no panic among the passengers, but the native crew were terrified. One man had to be knocked on the head with an oar to prevent him from entering a boat before lady passengers.

The ship's printer says the davit falls on the deck were jammed, and an officer cut them, the boat dropping 30 feet.

Tug picked up the pilot, who says the boats were swung out in readiness for an emergency. Many of the passengers possessed private lifeboats.

PITIFUL SPECTACLE.

A pitiful sight was presented by the arrival of the survivors by special train at Victoria Station. Women tearfully clasped their children. An elderly woman, who had her hand bandaged, explained that she was crushed by one of the boats. She was strapped in blankets, and wore her pyjamas and slippers.

There was a procession of nearly a hundred lacerated, dejected and silent, and holding blankets tightly round them, some with their teeth chattering and wearing long headgear of every color. One woman clung painfully, groaning at a rescue step, and leaning on the arm of a railway porter. Another was carried by two men. Some borrowed cigarettes from the onlookers, and these were readily provided.

Passengers state that the absence of music was due to the closeness of land and the wonderful promptitude with which scores of rescue vessels arrived, surrounding them on all sides. The weather was fair, but intensely cold.

There were no Australians on board, as far as is known at present.

The majority of the rescued were taken to the hospital ship, when in the water, drifted under another boat that was being lowered, and the underneath boat capsized. It is believed that only two of the occupants escaped.

A child was seen alone on a raft and was rescued. The fate of the mother, who was fastened to it, is unknown.

CAPTAIN'S STATEMENT.

Captain Irving was the last to leave the ship. He was picked up after half an hour's swim. All the officers and engine room staff were saved.

Until the vessel was almost level with the bridge. She took a heavy list to starboard, gradually rolling until the starboard side was submerged and the decks were perpendicular. She remained in that position for some time, when she suddenly rolled right over and completely disappeared, leaving a section of her keel for some minutes before she disappeared in a cloud of steam.

In the meantime all sorts of craft had

been steadily rescuing people from the Maloja. The list prevented the launching of the Maloja's boats on the port side, while those on the starboard became jammed. Most of the survivors were rescued from the sloping decks about the smaller craft.

The Maloja's survivors were landed at Admiralty pier. Some were transferred to a hospital ship, and others came to London. The Maloja carried a valuable cargo.

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MALOJA.

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LONDON, Feb. 28.

The R.M.S. Maloja (2431 tons), bound for India, with passengers and mails, has been mined off Dover, and has sunk.

It is officially stated that the majority of the passengers were saved.

There were 140 passengers on the vessel at the time. There was a terrible explosion, and several children were blown to pieces.

There were 41 persons aboard the Maloja, and it is estimated that 204 were saved, the bulk of the victims being ladies. Out of 203 ladies on board, 80 were saved.

Forty-four bodies have been recovered. Scores of vessels raced to the scene of the disaster.

Reuter's Agency states that the Empress of Port William (2181 tons) was sunk and sunk in attempting to rescue the survivors. The crew were saved. The vessel had a cargo of coal, and was bound for Dunkirk.

LAST OF THE MALOJA.

RVANTS WANTED.

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FOREMOST NAME IN
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is an absolute guarantee of *Fashion*

WARREN BURY PROOF CORSETTS, in
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15, 27.
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PRIMA DONNA BELTED CORSETTS,
USUALLY 8/10, CLEARING AT
USUALLY 8/10, CLEARING AT
USUALLY 8/10, CLEARING AT
REDFERN WHOLESALE CORSETTS,
Busts, high bust, medium bust,
there is only
USUALLY 7/8, CLEARING AT
REDFERN WHOLESALE CORSETTS,
a splendid model for well-developed
USUALLY 7/8, CLEARING AT
REDFERN WHOLESALE CORSETTS, in
medium bust, and over, *over*
24 inches.
USUALLY 6, CLEARING AT 10/11.

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THE BETTER QUALITY

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STILL KEEP TO OUR
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High neck, short sleeves

LADIES' RIBBED COTTON COMBINATION
Low neck, short sleeves
Size W.O.S. X.O.S.

LADIES' RIBBED COTTON COMBINATION
High neck, short sleeves open all down
Special size

LADIES' RUBBED COTTON COMBINATION
Low neck, no sleeves 12, 15, 18, 21, 24, 27, 30, 33, 36, 39, 42, 45, 48, 51, 54, 57, 60, 63, 66, 69, 72, 75, 78, 81, 84, 87, 90, 93, 96, 99, 102, 105, 108, 111, 114, 117, 120, 123, 126, 129, 132, 135, 138, 141, 144, 147, 150, 153, 156, 159, 162, 165, 168, 171, 174, 177, 180, 183, 186, 189, 192, 195, 198, 201, 204, 207, 210, 213, 216, 219, 222, 225, 228, 231, 234, 237, 240, 243, 246, 249, 252, 255, 258, 261, 264, 267, 270, 273, 276, 279, 282, 285, 288, 291, 294, 297, 300, 303, 306, 309, 312, 315, 318, 321, 324, 327, 330, 333, 336, 339, 342, 345, 348, 351, 354, 357, 360, 363, 366, 369, 372, 375, 378, 381, 384, 387, 390, 393, 396, 399, 402, 405, 408, 411, 414, 417, 420, 423, 426, 429, 432, 435, 438, 441, 444, 447, 450, 453, 456, 459, 462, 465, 468, 471, 474, 477, 480, 483, 486, 489, 492, 495, 498, 501, 504, 507, 510, 513, 516, 519, 522, 525, 528, 531, 534, 537, 540, 543, 546, 549, 552, 555, 558, 561, 564, 567, 570, 573, 576, 579, 582, 585, 588, 591, 594, 597, 600, 603, 606, 609, 612, 615, 618, 621, 624, 627, 630, 633, 636, 639, 642, 645, 648, 651, 654, 657, 660, 663, 666, 669, 672, 675, 678, 681, 684, 687, 690, 693, 696, 699, 702, 705, 708, 711, 714, 717, 720, 723, 726, 729, 732, 735, 738, 741, 744, 747, 750, 753, 756, 759, 762, 765, 768, 771, 774, 777, 780, 783, 786, 789, 792, 795, 798, 801, 804, 807, 810, 813, 816, 819, 822, 825, 828, 831, 834, 837, 840, 843, 846, 849, 852, 855, 858, 861, 864, 867, 870, 873, 876, 879, 882, 885, 888, 891, 894, 897, 900, 903, 906, 909, 912, 915, 918, 921, 924, 927, 930, 933, 936, 939, 942, 945, 948, 951, 954, 957, 960, 963, 966, 969, 972, 975, 978, 981, 984, 987, 990, 993, 996, 999, 1002, 1005, 1008, 1011, 1014, 1017, 1020, 1023, 1026, 1029, 1032, 1035, 1038, 1041, 1044, 1047, 1050, 1053, 1056, 1059, 1062, 1065, 1068, 1071, 1074, 1077, 1080, 1083, 1086, 1089, 1092, 1095, 1098, 1101, 1104, 1107, 1110, 1113, 1116, 1119, 1122, 1125, 1128, 1131, 1134, 1137, 1140, 1143, 1146, 1149, 1152, 1155, 1158, 1161, 1164, 1167, 1170, 1173, 1176, 1179, 1182, 1185, 1188, 1191, 1194, 1197, 1200, 1203, 1206, 1209, 1212, 1215, 1218, 1221, 1224, 1227, 1230, 1233, 1236, 1239, 1242, 1245, 1248, 1251, 1254, 1257, 1260, 1263, 1266, 1269, 1272, 1275, 1278, 1281, 1284, 1287, 1290, 1293, 1296, 1299, 1302, 1305, 1308, 1311, 1314, 1317, 1320, 1323, 1326, 1329, 1332, 1335, 1338, 1341, 1344, 1347, 1350, 1353, 1356, 1359, 1362, 1365, 1368, 1371, 1374, 1377, 1380, 1383, 1386, 1389, 1392, 1395, 1398, 1401, 1404, 1407, 1410, 1413, 1416, 1419, 1422, 1425, 1428, 1431, 1434, 1437, 1440, 1443, 1446, 1449, 1452, 1455, 1458, 1461, 1464, 1467, 1470, 1473, 1476, 1479, 1482, 1485, 1488, 1491, 1494, 1497, 1500, 1503, 1506, 1509, 1512, 1515, 1518, 1521, 1524, 1527, 1530, 1533, 1536, 1539, 1542, 1545, 1548, 1551, 1554, 1557, 1560, 1563, 1566, 1569, 1572, 1575, 1578, 1581, 1584, 1587, 1590, 1593, 1596, 1599, 1602, 1605, 1608, 1611, 1614, 1617, 1620, 1623, 1626, 1629, 1632, 1635, 1638, 1641, 1644, 1647, 1650, 1653, 1656, 1659, 1662, 1665, 1668, 1671, 1674, 1677, 1680, 1683, 1686, 1689, 1692, 1695, 1698, 1701, 1704, 1707, 1710, 1713, 1716, 1719, 1722, 1725, 1728, 1731, 1734, 1737, 1740, 1743, 1746, 1749, 1752, 1755, 1758, 1761, 1764, 1767, 1770, 1773, 1776, 1779, 1782, 1785, 1788, 1791, 1794, 1797, 1800, 1803, 1806, 1809, 1812, 1815, 1818, 1821, 1824, 1827, 1830, 1833, 1836, 1839, 1842, 1845, 1848, 1851, 1854, 1857, 1860, 1863, 1866, 1869, 1872, 1875, 1878, 1881, 1884, 1887, 1890, 1893, 1896, 1899, 1902, 1905, 1908, 1911, 1914, 1917, 1920, 1923, 1926, 1929, 1932, 1935, 1938, 1941, 1944, 1947, 1950, 1953, 1956, 1959, 1962, 1965, 1968, 1971, 1974, 1977, 1980, 1983, 1986, 1989, 1992, 1995, 1998, 2001, 2004, 2007, 2010, 2013, 2016, 2019, 2022, 2025, 2028, 2031, 2034, 2037, 2040, 2043, 2046, 2049, 2052, 2055, 2058, 2061, 2064, 2067, 2070, 2073, 2076, 2079, 2082, 2085, 2088, 2091, 2094, 2097, 2100, 2103, 2106, 2109, 2112, 2115, 2118, 2121, 2124, 2127, 2130, 2133, 2136, 2139, 2142, 2145, 2148, 2151, 2154, 2157, 2160, 2163, 2166, 2169, 2172, 2175, 2178, 2181, 2184, 2187, 2190, 2193, 2196, 2199, 2202, 2205, 2208, 2211, 2214, 2217, 2220, 2223, 2226,

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